

day, Bulloch wrote Mallory reporting this development, explaining that "the only egress left for *Fingal* is through Warsaw [sic] Inlet . . ." and warning that ". . . it can scarcely be supposed that the enemy will permit it to remain open many days . . ."

Yet, despite the urgency of loading the steamer and preparing her for sea, other pressing demands upon Southern railroads delayed the arrival of her coal and cargo. Thus, she was not ready to sail until 20 December; and, by that time, Union blockaders had sealed off Wassau Sound, ending the steamer's last chance to reach the Atlantic.

Slow to abandon hope that changed conditions might yet enable him to slip out to sea, Bulloch remained on board the steamer until mid-January 1862. Then, yielding to the inevitable and prodded by pressing business abroad, he turned her over to Lt. George T. Sinclair, CSN, so that he might proceed to England independently and resume his duties there.

Under Sinclair, *Fingal* for a time continued to seek an opportunity to dash out to sea; but this hope was abandoned before spring; and the ship was taken into the Confederate Navy. She was stripped to her deck; covered with a slanted, armored roof, flat at the center; and fitted with a sharp reinforced-steel bow which could be used to pierce the hulls of wooden enemy vessels. The contract for converting her into an ironclad ram was awarded to the Tift brothers, Nelson and Asa F.; and her metamorphosis—financed largely by contributions from the ladies of Savannah—was completed during the summer. The new warship was renamed *Atlanta*.

However, in her new configuration as a fighting ship, *Atlanta* suffered from several serious shortcomings. Her new armor and ordnance increased her draft to almost 16 feet, making it difficult for her to operate in the inland waters approaching Savannah. Moreover, her modifications made her extremely slow to respond to her helm and reduced her speed from 13 to 10 knots. She also leaked significantly, and her armored roof all but eliminated circulation of air, turning her into a humid oven during hot weather.

On 31 July, *Atlanta*—under the command of Lt. Charles H. McBlair, CSN—steamed down the Savannah River toward Fort Pulaski to a point where she could be seen from Union blockaders, but she soon retired above the obstructions. Efforts were then made to correct her defects but with poor results.

In January 1863, Flag Officer Josiah Tattnall—who then commanded the naval defenses of Georgia and, although residing ashore, flew his flag in *Atlanta*—felt pressure from Mallory to engage Northern naval forces. The Confederate Secretary of the Navy and other officials in Richmond were highly impressed by the performance of *Virginia*—the former screw frigate *Merrimack* rebuilt as an ironclad ram—in Hampton Roads the previous March and hoped that *Atlanta* could boost Southern morale by repeating *Virginia*'s victory over wooden-hulled Union warships. Accordingly, Tattnall made plans to have *Atlanta* descend the Savannah. However, obstructions blocking the channel leading to sea prevented Tattnall from launching the operation. In March, the disappointed and frustrated Mallory reacted by relieving Tattnall from the command afloat and later placed Lt. William A. Webb, CSN, in command of *Atlanta*, leaving no doubt that he expected great accomplishments from the ironclad ram in the near future.

On 10 June 1863, Rear Admiral Du Pont—sensing that *Atlanta* was about to descend the Wilmington River for a foray into Wassau Sound and remembering that *Monitor* had ended *Virginia*'s destructive rampage—ordered monitors *Weehawken* and *Nahant* to enter Wassau Sound to stop the Southern ironclad ram's attack, should she make one, and to prevent her escape. Capt. John Rodgers in *Weehawken* had overall command of this Union force.

Five days later, in the early evening of the 15th, *Atlanta* got underway and passed over the lower obstructions in the Wilmington River to get into position for a strike at the Union forces in Wassau Sound. Webb dropped anchor at 8:00 p.m. and spent the remainder of the night coaling. The next evening ". . . about dark . . ." Webb later reported, he ". . . proceeded down the river to a point of land which would place me in 6 or 7 miles of the monitors, at the same time concealing the ship from their view. ready to move on them at early dawn the next morning."

*Atlanta*, accompanied by wooden steamers *Isondiga* and *Resolute*, got underway before daylight on the 17th. A percussion torpedo was fitted to a long spar projecting forward from

the ram's bow, "which," Webb wrote, "I knew should do its work to my entire satisfaction, should I but be able to touch the *Weehawken* . . ." *Atlanta* grounded coming into the channel, was gotten off, but repeatedly failed to obey her helm and ran hard aground again. *Weehawken* poured five shots from her heavy guns into the Confederate ram, and *Nahant* moved into attacking position. With two of his gun crews out of action, with two of three pilots severely injured, and with his ship stranded and helpless, Webb was compelled to surrender to prevent further futile loss of life. His two wooden escorts had returned upriver without engaging.

Captain Rodgers reported, "The *Atlanta* was found to have mounted two 6-inch and two 7-inch rifles, the 6-inch broadside, the 7-inch working on a pivot either as broadside or bow and stern guns. There is a large supply of ammunition for these guns and other stores, said to be of great value by some of the officers of the vessel." At the time of capture, 21 officers and 124 men, including marines were on board.

After completion of temporary repairs at Port Royal, Du Pont placed the prize in temporary commission on 26 September and sent her to Philadelphia where she was condemned by a prize court, repaired in the Federal navy yard, and commissioned again on 2 February 1864. Still bearing her Confederate Navy name while in the Federal Navy, *Atlanta* was assigned to the North Atlantic Blockading Squadron.

During most of her career under Union colors, *Atlanta* was stationed up the James River helping other Northern warships support General Grant's operations against Richmond. Under the command of Acting Lieutenant Thomas J. Woodward, her main service was to guard against a foray from the Confederate capital of the small fleet of Southern warships. On 21 May 1864, she and schooner-rigged screw steamer *Dawn* shelled Confederate cavalry which was attacking Fort Powhatan on the James. Their gunfire broke up the assault and dispersed the Southern troopers.

After the collapse of the Confederacy, *Atlanta* steamed north to Philadelphia where she was decommissioned on 21 June 1865. She was sold at auction at the Philadelphia Navy Yard to Sam Ward on 4 May 1869. No record of her subsequent fate has been found.

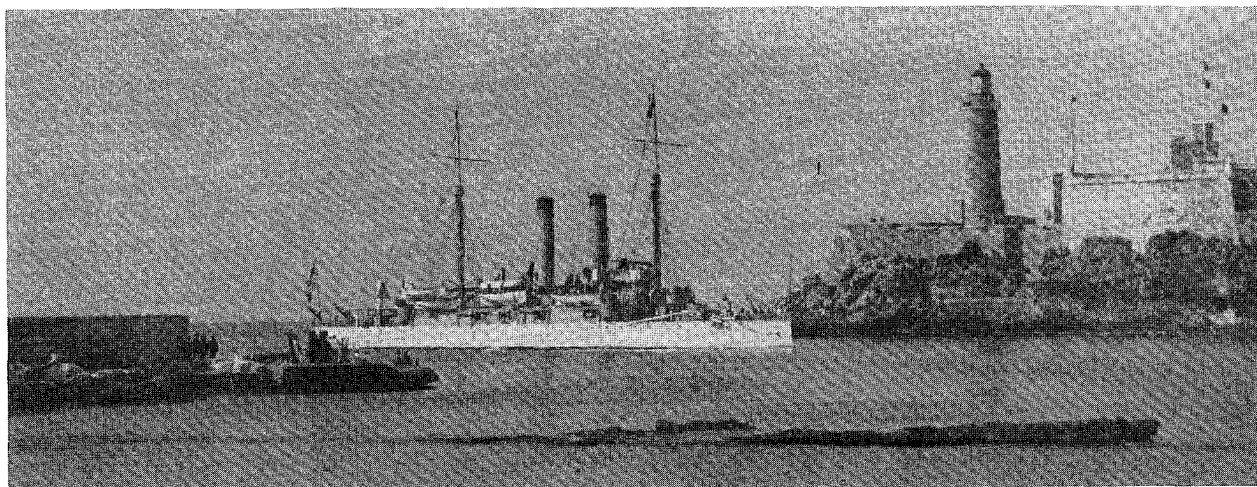
## II

(Protected Cruiser: dp. 3,189; l. 288'6"; b. 42'2"; dr. 19'10½" (aft); s. 16.33 k.; cpl. 284; a. 2 8", 6 6", 2 6-pdrs., 2 3-pdrs., 2 1-pdrs., 2 47mm., 2 37mm., 2 Gatling guns; cl. *Atlanta*)

The second *Atlanta*—a protected cruiser and one of the first steel warships of the "New Navy" of the 1880's—was laid down on 8 November 1883 at Chester, Pa., by John Roach & Sons; launched on 9 October 1884; sponsored by Miss Jessie Lincoln, the daughter of Secretary of War Robert Todd Lincoln and granddaughter of President Abraham Lincoln; and commissioned at the New York Navy Yard on 19 July 1886, Capt. Francis M. Bunce in command.

She remained at New York fitting out and undergoing modifications until July of 1887 when she joined the North Atlantic Squadron. For a little over two years, she cruised the Atlantic coast, the Gulf of Mexico, and the West Indies. On 30 September 1889, she was reassigned to the Squadron of Evolution with which she voyaged to Europe and the Mediterranean that winter. On the return voyage the protected cruiser paid a friendship visit to the Republic of Brazil before returning to New York at the end of July 1890. There, she resumed duty along the east coast and in the West Indies. Between February and April of 1891, she cruised the Gulf of Mexico. From May to October, the ship operated along the Atlantic coast and participated in exercises and maneuvers at Boston and New York, training members of the Naval Militia. Between October 1891 and July 1892, she served successively along the east coast, in the West Indies, and in South American waters.

On 2 September 1892, the cruiser was transferred from the Squadron of Evolution back to the North Atlantic Squadron. Between December 1892 and February 1893, she operated in the West Indies protecting American interests. In March, April, and May, the warship participated in the naval review held at Hampton Roads, Va. In May and June, she returned to the Gulf of Mexico. On 18 July 1893, *Atlanta* was placed out of commission at Norfolk. There, she remained until recommissioned on 2



*Atlanta*, in the white and spar color paint scheme common to Navy ships of that time, enters Havana Harbor, 7 February 1903; Morro Castle looms in the background. (NH 83701)

April 1894. She returned to duty on the North Atlantic station for the next 17 months. During that assignment, she put a landing party ashore at Boca del Toro, Colombia, on 8 March 1895 to protect American lives and property threatened by a Liberal Party revolt and the activity of filibusters. In September of 1895, she was placed out of commission at the New York Navy Yard where she was laid up for the next five years.

On 15 September 1900, she was placed back in commission at New York, Comdr. E. C. Pendleton in command. Late in October, the ship put to sea to join the South Atlantic Squadron off the coast of Brazil. She cruised those waters until November 1902 when she was transferred to the Caribbean Squadron. During the latter tour of duty, she again landed shore parties to protect American interests—first at Santo Domingo in April 1903 and then at Porto Bello, Panama, the following December. She made a voyage to the Mediterranean in 1904 and returned in October, via the western coast of Africa and Capetown, to the South Atlantic station. She arrived back at Hampton Roads on 26 December and, in January 1905, moved to Annapolis, Md., where she was placed in reserve on the 12th. *Atlanta* remained inactive only until 8 May, at which time she was returned to full commission for service in the Coast Squadron to participate in midshipman training missions.

In November 1905, the warship moved to Norfolk where she served as a barracks ship for sailors of the Torpedo Flotilla until 1909. At that time, she moved to Charleston, S.C., where she resumed duty as a barracks ship. On 23 March 1912, *Atlanta* was relieved of duty and, one month later, on 24 April 1912, her name was struck from the Navy list. The ship was sold at Charleston on 10 June 1912 to *Frank Rijdsdyk's Scheepsslooperij*.

### III

(CL-51: dp. 6,000; l. 541'0"; b. 52'10"; dr. 20'6"; s. 33.6 k.; cpl. 673; a. 16 5", 9 1.1", 8 21" tt.; cl. *Atlanta*)

The third *Atlanta* (CL-51)—the first of a new class of ships originally conceived as flotilla leaders but which became known as particularly effective anti-aircraft cruisers—was laid down on 22 April 1940 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 6 September 1941; sponsored by Mrs. John R. Marsh (better known by her pen name, Margaret Mitchell, the author of the novel *Gone With the Wind*); and commissioned at the New York Navy Yard on 24 December 1941; Capt. Samuel P. Jenkins in command.

After fitting out, *Atlanta* conducted shakedown training until 13 March, first in Chesapeake Bay and then in Maine's Casco Bay, after which she returned to the New York Navy Yard for post-shakedown repairs and alterations. Adjudged to be "ready for distant service" on 31 March, the new light cruiser departed New York for the Panama Canal Zone on 5 April. She reached

Cristobal on the 8th. After transiting the isthmian waterway, *Atlanta* then cleared Balboa on 12 April with orders to reconnoiter Clipperton Island—a tiny, barren, uninhabited atoll about 670 miles southwest of Acapulco, Mexico—in the course of her voyage to the Hawaiian islands, for any signs of enemy activity. Finding none, she ultimately reached Pearl Harbor on 23 April.

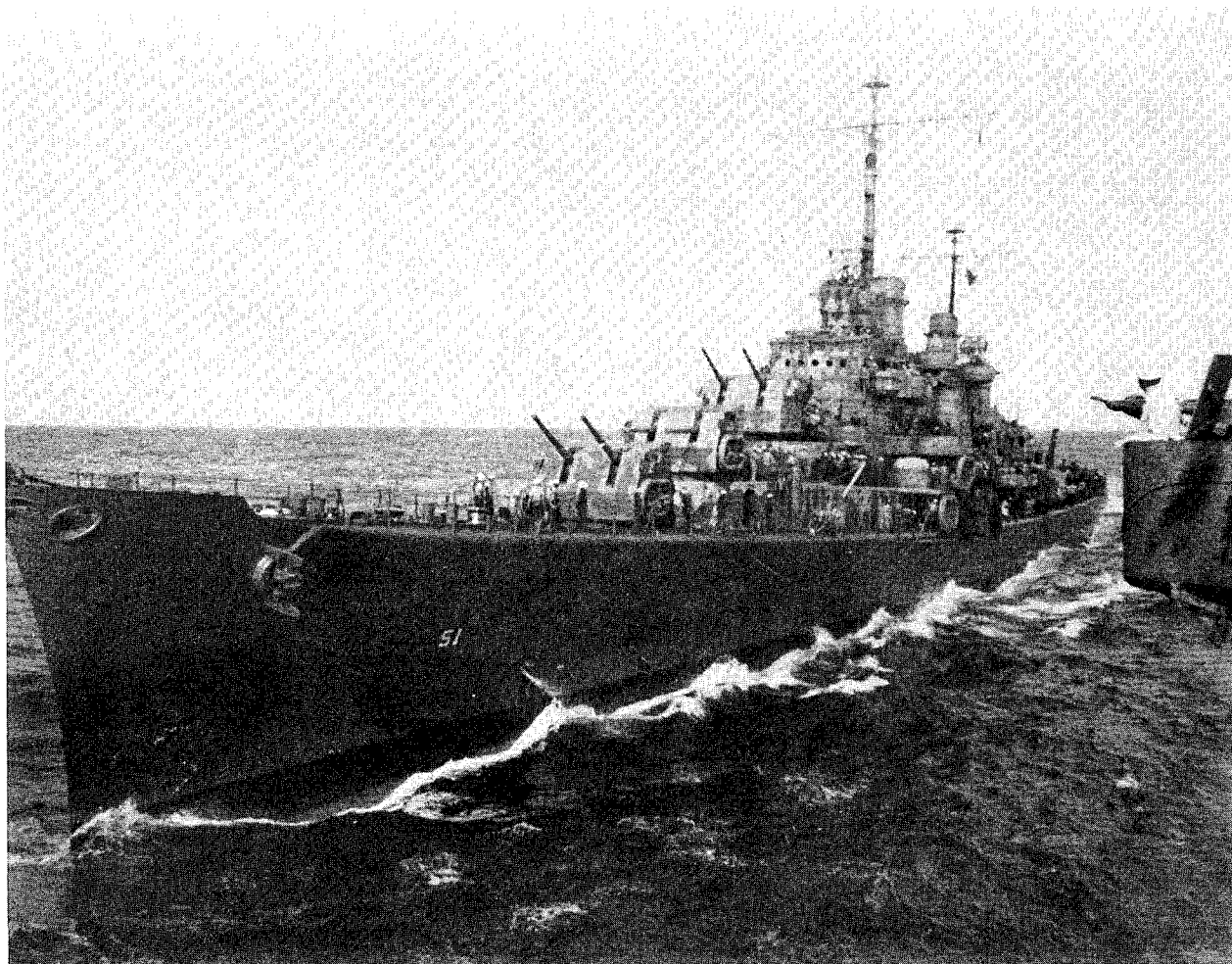
Punctuating her brief stay in Hawaiian waters with an anti-aircraft practice off Oahu on 3 May, *Atlanta*, in company with *McCall* (DD-400) sailed on 10 May as escort for the ammunition ship *Rainier* (AE-5) and the oiler *Kaskaskia* (AO-27), bound for Noumea, New Caledonia. On 16 May, having seen the auxiliaries to their destination, she joined Vice Admiral William F. Halsey's Task Force (TF) 16, formed around the carriers *Enterprise* (CV-6) and *Hornet* (CV-8), as it steamed back to Pearl Harbor, having been summoned back to Hawaiian waters in response to an imminent Japanese thrust in the direction of Midway atoll. TF 16 arrived at Pearl on 26 May.

*Atlanta* sailed with TF 16 again on the morning of the 28th. Over the days that followed, she screened the carriers as they operated northwest of Midway in anticipation of the enemy's arrival. At the report of Japanese ships to the southwest, on the morning of 4 June, *Atlanta* cleared for action as she screened *Hornet*. Squadrons from the three American carriers sought out the Japanese, and during that day, planes from *Yorktown* and *Enterprise* inflicted mortal damage on four irreplaceable enemy flattops. Japanese planes twice hit TF 17, formed around *Yorktown* (CV-5) and operating independently from TF 16, and it took the brunt of the enemy attacks. Over the days that followed the Battle of Midway, *Atlanta* remained in the screen of TF 16 until 11 June, when the task force received orders to return to Pearl Harbor.

Reaching her destination on 13 June, *Atlanta*, outside of a brief period of anti-aircraft practice on 21, 25 and 26 June, remained in port, taking on stores and provisions and standing on 24-hour and then 48-hour alert into July 1942. Drydocked on 1 and 2 July so that her bottom could be scraped, cleaned and painted, the cruiser completed her availability on the 6th, and then resumed a busy schedule of gunnery practice with drone targets, high-speed sleds, and in shore bombardment in the Hawaiian operating area.

On 15 July 1942, *Atlanta*, again in TF 16, sailed for Tongatabu. Anchoring at Nukualofa, Tonga, on 24 July, where she fueled *Mauzy* (DD-401) and then took on fuel from the tanker *Mobilube*, the light cruiser pushed on later the same day and overtook TF 16. On 29 July, as all preparations proceeded apace for the invasion of Guadalcanal, in the British Solomon Islands, *Atlanta* was assigned to TF 61.

Screening the carriers as they launched air strikes to support the initial landings on Guadalcanal on 7 and 8 August, *Atlanta* remained in the vicinity of that isle until the withdrawal of the carrier task forces on the 9th. For the next several days, she



*Atlanta* (CL-51) moves in close to *San Francisco* (CA-38), on the morning of 16 October 1942. Note interesting variation on what appears to be Measure 12 camouflage—*Atlanta*'s hull is painted a solid color, while her upper works are mottled. (80-G-391482)

remained at sea, replenishing when necessary while the task force operated near the Solomons.

As the Americans consolidated their gains on Guadalcanal, the Japanese' critical need for reinforcements prompted Admiral Isoroku Yamamoto to send the Combined Fleet south to cover a large troop convoy. American reconnaissance aircraft spotted the Japanese forces on the morning of 23 August. With the enemy convoy reported to the northwest, *Enterprise* and *Saratoga* launched search and attack planes, but the aircraft failed to make contact because of deteriorating weather and the fact that the Japanese, knowing that they had been spotted, reversed course.

Throughout the day on 24 August, *Atlanta* received enemy contact reports and screened *Enterprise* as she launched a strike group to seek out the Japanese carriers. The sighting of an enemy "snooper" at 1328 sent *Atlanta*'s sailors to general quarters, where they remained for the next five and half hours. At 1530, the cruiser worked up to 20 knots as TF 16 stood roughly north-northwestward "to close [the] reported enemy carrier group." At 1637, with unidentified planes approaching, *Atlanta* went to 25 knots. *Enterprise* then launched a strike group shortly thereafter, completing the evolution at 1706.

In the meantime, the incoming enemy strike—bomber and fighter aircraft from *Shokaku* and *Zuikaku*—prompted the task force to increase speed to 27 knots; shortly after *Enterprise* completed launching her own aircraft, the Japanese raid—estimated by Capt. Jenkins to consist of at least 18 Aichi D3A1 Type 99 carrier bombers ("Vals")—came in from the north northwest at 1710. Over the next 11 minutes, *Atlanta*'s 5-inch, 1.1-inch and

20-millimeter batteries contributed to the barrage over *Enterprise*, as the light cruiser conformed to *Enterprise*'s every move as she maneuvered violently to avoid the dive bombers.

Despite the heavy antiaircraft fire, though, *Enterprise* took one hit and suffered some shrapnel damage from an estimated five near misses. Capt. Jenkins later reported that his ship may have shot down five of the attackers.

*Atlanta* emerged from her baptism in fire unscathed and confident; as her executive officer, Comdr. Campbell D. Emery, wrote after the battle: "Although the *Atlanta* had been through the Midway campaign . . . this was the first opportunity the crew has had to actively join the enemy in battle. All hands welcomed the occasion with enthusiasm . . ." Capt. Jenkins concluded: "The ship functioned as designed in all respects and can be considered an efficient unit . . ."

Reporting to TF 11 for duty the following day, *Atlanta* operated with that force—redesignated TF 61 on 30 August—over the next few days. When the Japanese submarine *I-26* torpedoed *Saratoga* on 31 August, the light cruiser screened the stricken flagship as *Minneapolis* (CA-36) rigged a towline and began taking her out of danger. The force ultimately put into Tongatabu on 6 September, where *Atlanta* provisioned ship, fueled from *New Orleans* (CA-32), and enjoyed a period of upkeep.

Underway on 13 September, the light cruiser assumed duty as escort for the Noumea-bound ammunition ship *Lassen* (AE-3) and the aircraft transport *Hammondsport* (APV-2) on the 15th. After seeing her charges safely to their destination at Dumbea Bay, Noumea, on the 19th, *Atlanta* fueled, took on stores and

ammunition, and sailed on the 21st as part of Task Group (TG) 66.4. Becoming part of TF 17 on 23 September, the light cruiser was detached the following day to proceed in company with *Washington* (BB-56) and the destroyers *Walke* (DD-416) and *Benham* (DD-397) to Tongatabu, which she reached on the 26th.

Underway with those same ships on 7 October, *Atlanta* briefly escorted Guadalcanal-bound transports between 11 and 14 October before putting into Espiritu Santo for fuel on the afternoon of the 15th. Assigned then to Rear Admiral Willis A. Lee's TF 64, the ship sailed after dark that same day to resume operations covering the ongoing efforts to secure Guadalcanal. Returning briefly to Espiritu Santo for fuel, stores and provisions, the warship stood out from Second Channel on the afternoon of 23 October.

Two days later, with a Japanese Army offensive having failed to eject the Americans from Guadalcanal, Admiral Yamamoto sent the Combined Fleet south in an attempt to annihilate the American naval forces doggedly supporting the marines. *Atlanta* operated in TF 64, along with *Washington*, *San Francisco* (CA-38), *Helena* (CL-50) and two destroyers, as the opposing forces engaged in the Battle of the Santa Cruz Islands on 26 October. That day, *Atlanta* patrolled astern of the fueling group supporting the two American carrier task forces. On the 27th, when the Japanese submarine *I-15* attacked TF 64—her torpedo missed *Washington*, exploding some 400 yards beyond her quarry—the force maneuvered at high speed to clear the area.

On the morning of the 28th, *Atlanta* brought on board Rear Admiral Norman Scott from *San Francisco*, and became the flagship of the newly designated TG 64.2. After fueling from *Washington*, *Atlanta*, screened by four destroyers, headed northwest by north to shell Japanese positions on Guadalcanal. Reaching the waters off Lunga Point on the morning of the 30th, *Atlanta* embarked marine liaison officers at 0550, and then steamed west, commencing her bombardment of Point Cruz at 0629 while the destroyers formed a column astern. Provoking no return fire, TG 64.2 accomplished its mission and returned to Lunga Point, where *Atlanta* disembarked the liaison officers. She then proceeded, in company with her screen, to Espiritu Santo, where she arrived on the afternoon of 31 October.

Subsequently, *Atlanta* served as Admiral Scott's flagship as the light cruiser, accompanied by four destroyers, escorted the transport *Zeilin* (AP-9) and cargo ships *Libra* (AK-53) and *Betelgeuse* (AK-28) to Guadalcanal. The cruiser and her consorts continued to screen those ships—designated TG 62.4—as they lay off Lunga Point unloading supplies and disembarking troops.

At 0905, the task group received a report that nine carrier bombers and 12 fighters were approaching from the northwest and would reach their vicinity at about 0930. At about 0920, *Atlanta* led the three auxiliaries to the north, in column, with the destroyers spaced in a circle around them. Fifteen minutes later, nine "Vals" from the carrier *Hiyo* emerged from the clouds over Henderson Field; the American ships opened fire soon thereafter, putting up a barrage that downed "several" planes. Fortunately, none of the primary targets of the attack—*Zeilin*, *Libra* and *Betelgeuse*—suffered more than minor damage from several near misses, though *Zeilin* sustained some flooding. The three auxiliaries returned to the waters off Lunga Point as soon as the attack ended and resumed working cargo and disembarking troops.

A little over an hour later, at 1050, *Atlanta* received word of another incoming Japanese air raid. Fifteen minutes later, *Atlanta* led the three auxiliaries north with the destroyers in a circle around the disposition. The "bogeys"—27 Mitsubishi G4M1 Type 1 land attack planes ("Betty") from Rabaul—closed, sighted bearing west by north, approaching from over Cape Esperance in a very loose "V" formation. Although the destroyers opened fire, the planes proved to be out of range and the ships checked fire. The "Betties", for their part, ignored the ships and continued on to bomb Henderson Field. Upon the disappearance of the planes, TG 62.4 resumed unloading off Lunga Point.

The action on 11 November, however, gave only a foretaste of that ordeal that followed. The next day, *Atlanta* was still off Lunga Point, screening the unloading, as part of TF 67 under Rear Admiral Daniel J. Callaghan in *San Francisco*. At about 1310, *Atlanta* received a warning that 25 enemy planes were headed for Guadalcanal, slated to arrive within 50 minutes. The light cruiser went to general quarters at 1318 and received the signal "prepare to repel air attack . . ."

Within six minutes, *Atlanta* and the other combatants of the

support group formed a screen around the transport group (TG 67.1), and the two groups steamed north together at 15 knots. At about 1410, the Americans sighted the incoming raid, consisting of what appeared to be 25 twin-engined bombers ("Betties") which broke up into two groups after clearing Florida Island, came in at altitudes that ranged from 25 to 50 feet. *Juneau* (CL-52) opened fire at 1412. *Atlanta* did so a minute later, training her guns at planes headed for the gap in the screen between *San Francisco* and the destroyer *Buchanan* (DD-484). *Atlanta* claimed to have shot down two "Betties" just after they dropped their torpedoes, at about 1415, only three minutes before the attack ended. Once the last Japanese plane had been splashed, the work of unloading the transports and cargo ships resumed. One "Betty," crippled by antiaircraft fire, had crashed the after superstructure of *San Francisco*, inflicting the only damage on the force.

The abrupt end of the air attack gave *Atlanta* and her colleagues only a brief respite, however, for trouble approached from yet another quarter. A Japanese surface force, comprising two battleships, one cruiser and six destroyers, was detected steaming south toward Guadalcanal to shell Henderson Field—the airstrip on the island. Admiral Callaghan's support group was to "cover [the retiring transports and cargo vessels] against enemy attack." Accordingly, TG 67.4 departed Lunga Point at about 1800 and steamed eastward through Sealark Channel, covering the withdrawal of TG 67.1. An hour before midnight, Callaghan's ships reversed course and headed westward.

*Helena's* radar picked up the first contact on the Japanese ships at a range of 26,000 yards. As the range closed, *Atlanta's* surface search radar, followed by her gunnery radars, picked up a contact on the enemy ships.

Admiral Callaghan's order for a course change to the left caused problems immediately, as *Atlanta* had to turn left immediately to avoid a collision with one of the four destroyers in the van—the latter having apparently executed a "ships left" rather than a "column left" movement. As *Atlanta* began moving to resume her station ahead of *San Francisco*, the Japanese destroyer *Akatsuki* illuminated the light cruiser and fired torpedoes. *Atlanta* shifted her battery to fire at the enemy destroyer, opening fire at a range of about 1,600 yards.

As two other Japanese destroyers crossed her line of fire, *Atlanta* engaged both with her forward 5-inch mounts, while her after mounts continued to blast away at the illuminating ship. An additional, unidentified, assailant also opened up on the light cruiser from the northeast. At about that time, at least one of *Akatsuki's* torpedoes plowed into *Atlanta's* forward engine room from the port side. She lost all but auxiliary diesel power, suffered the interruption of her gunfire, and had to shift steering control to the steering engine room aft. As if in retribution, *Atlanta* shot out *Akatsuki's* searchlight, and the enemy ship, battered by *San Francisco's* gunfire as well, sank with all hands.

Tragedy, though, struck shortly thereafter. Soon after her duel with *Akatsuki* ended, *Atlanta* reeled under the impact of a flurry of what was estimated as 19 8-inch hits when *San Francisco*, "in the urgency of battle, darkness, and confused intermingling of friend or foe," fired into her. Though almost all of those shells passed through the thin skin of the ship without detonating and scattered green dye throughout to mark their passage, fragments from their impact killed many men—including Admiral Scott and members of his staff. *Atlanta* prepared to return fire on her new assailant, but *San Francisco's* own gun flashes disclosed a distinctly "non-Japanese hull profile" that resulted in a suspension of those efforts.

After the 8-inch fire ceased, *Atlanta's* Capt. Jenkins took stock of the situation, and, miraculously having suffered only a minor (but painful) wound in his foot in the carnage forward, made his way aft to Battle II. Badly battered, largely powerless, down by the head and listing slightly to port, his ship had been badly hurt, and a third of his crew was dead or missing. As the battle continued in its waning stages, the light cruiser's men set to work clearing debris, jettisoning topside weight to correct the list, reducing the volume of sea water in the ship, and succoring the many wounded.

Daylight revealed the presence nearby of three burning American destroyers, the disabled *Portland*, and the crippled Japanese destroyer *Yudachi* which *Portland* summarily dispatched with three salvos. *Atlanta*, drifting toward the enemy-held shore east of Cape Esperance, dropped her starboard anchor; her captain sent a message to *Portland* explaining the light cruiser's



desperate straits. In the meantime, boats from Guadalcanal came out to the ship and took off the more seriously wounded of her men. By midmorning, all of those had been taken off.

*Bobolink* (AT-131) arrived on the scene at 0930 on 13 November and took *Atlanta* under tow—an operation made more difficult by the fact that the cruiser was dragging her anchor—and headed toward Lunga Point. During the voyage, a “Betty” neared the disposition, and one of the two surviving 5-inch mounts—the one powered by a diesel generator—fired and drove it off; the other mount, on manual control, could not be trained around in time.

*Atlanta* reached Kukum about 1400, at which point Capt. Jenkins conferred with his remaining officers. As Jenkins, who was later awarded a Navy Cross for his heroism during the battle, later wrote, “It was by now apparent that efforts to save the ship were useless, and that the water was gaining steadily.” Even had sufficient salvage facilities been available, he allowed, the severe damage the ship had suffered in battle would have rendered it doubtful whether or not the ship could have been saved. Authorized by Commander, South Pacific Forces, to act at his own discretion regarding the destruction of the ship, Capt. Jenkins ordered that *Atlanta* be abandoned and sunk with a demolition charge.

Accordingly, all remaining men except the captain and a demolition party boarded Higgins boats sent out from Guadalcanal for the purpose. After the charge had been set and exploded, the last men left the battered ship. Ultimately, at 2105 on 13 November 1942, *Atlanta* sank three miles west of Lunga Point in 30 fathoms. Her name was struck from the Navy list on 13 January 1943.

*Atlanta* (CL-51) was awarded five battle stars for her World War II service and the Presidential Unit Citation for her “heroic example of invincible fighting spirit” in the battle off Guadalcanal on 13 November 1942.

#### IV

(CL-104: dp. 14,400; l. 610'1"; b. 66'4"; dr. 24'10"; s. 31.6 k.; cpl. 1,426; a. 12 6", 12 5", 28 40mm., 10 20mm.; cl. *Cleveland*)

The fourth *Atlanta* (CL-104) was laid down on 25 January 1943 at Camden, N.J., by the New York Shipbuilding Corp.; launched on 6 February 1944; sponsored by Mrs. John R. Marsh, the author of *Gone With The Wind*, who also sponsored the cruiser *Atlanta* (CL-51); and commissioned on 3 December 1944, Capt. B. H. Colyear in command.

After commissioning, the light cruiser got underway on 5 January 1945 for shakedown training in the Chesapeake Bay and the Caribbean. Upon the completion of those exercises, *Atlanta* arrived at Norfolk on 14 February and then moved up the coast to Philadelphia. After a period in the navy yard there, she sailed on 27 March for the Pacific. She stopped at Guantanamo Bay, Cuba, and transited the Panama Canal before reaching Pearl Harbor on 18 April. From 19 April to 1 May, the ship conducted training exercises in Hawaiian waters. She then sailed to Ulithi and reported to Task Force (TF) 58 on 12 May.

From 22 to 27 May, *Atlanta* served with the Fast Carrier Task Force operating south of Japan near Okinawa while its aircraft struck targets in the Ryukyus and on Kyushu to support forces fighting for Okinawa. Her task group broke up on 13 June, and *Atlanta* entered San Pedro Bay, Philippines, on 14 June. Following two weeks of upkeep, she sailed on 1 July with Task Group (TG) 38.1 and once again protected the fast carriers launching strikes against targets in the Japanese home islands. During these operations, the cruiser took part in several shore bombardment missions against Honshu and Hokkaido.

*Atlanta* was operating off the coast of Honshu when the Japanese surrendered on 15 August 1945. On 16 September, she entered Tokyo Bay and remained there through 29 September.

With over 500 passengers on board, the cruiser sailed on 30 September for the United States. She paused en route at Guam before arriving in Seattle, Wash., on 24 October. The vessel then proceeded to the shipyard at Terminal Island, Calif., for an extensive overhaul. She was ready to return to sea on 3 January 1946 and got underway for Sasebo, Japan.

From January through June, *Atlanta* operated among several Far Eastern ports which included Manila, Philippines; Tsingtao and Shanghai, China; Okinawa; Saipan; Nagasaki, Kagoshima, and Yokosuka, Japan. In June, she returned via Guam to the

United States and arrived at San Pedro, Calif., on the 27th. Two days later, the cruiser entered the San Francisco Naval Shipyard for overhaul. On 8 October, she headed toward San Diego for sea trials.

The cruiser remained in southern California waters until 23 February 1947, when she left for maneuvers off Hawaii. On 1 May, she departed Pearl Harbor with TF 38 for a visit to Australia. The ships stayed in Sydney through 27 May, then sailed for San Pedro, Calif., via the Coral Sea, Guadalcanal, Tulagi, and Guam. She dropped anchor at San Pedro on 28 July. A series of maneuvers off the California coast ensued, the *Atlanta* returned to Pearl Harbor on 28 September. She continued on to Yokosuka, Japan. After two days at anchor there, she sailed to Tsingtao, China. Other ports of call during the deployment were Hong Kong; Singapore; and Keelung, China. On 27 April 1948, the cruiser got underway and proceeded via Kwajalein and Pearl Harbor to San Diego.

Following her arrival back in the United States on 19 May, *Atlanta* conducted exercises off San Diego. She paid a visit to Juneau, Alaska, from 29 June to 6 July. She then arrived at Seattle on 12 July to begin a major overhaul. The cruiser returned to San Diego for local maneuvers on 20 November.

In early February 1949, the ship embarked naval reservists for a training cruise and operated between San Diego and San Francisco until 1 March when she entered the Mare Island Naval Shipyard to commence deactivation. *Atlanta* was decommissioned on 1 July 1949 and placed in the Pacific Reserve Fleet. Her name was struck from the Navy list on 1 October 1962, and she was earmarked for disposal.

*Atlanta's* career, however, had not yet ended. Instead, she underwent an extensive modification at the San Francisco Naval Shipyard. Reinstated on the Navy list as IX-304 on 15 May 1964, the vessel was converted to a target ship for studies of the effects of high energy air explosions on naval ships. The changes included cutting her hull down to the main deck level and erecting various experimental superstructures—designed for guided missile frigates and guided missile destroyers—on her deck. In these configurations she was subjected to explosions to determine whether or not the experimental structures could satisfactorily combine essential lightness with equally essential strength and blast resistance. These three tests were conducted off the coast of Kahoolawe, Hawaii, in early 1965. *Atlanta* was damaged, but not sunk, by the experiments. She was laid up at Stockton, Calif., sometime late in 1965. Her name was again struck from the Navy list on 1 April 1970, and the former light cruiser was sunk during an explosive test off San Clemente Island, Calif., on 1 October 1970.

*Atlanta* (CL-104) earned two battle stars for her World War II service.

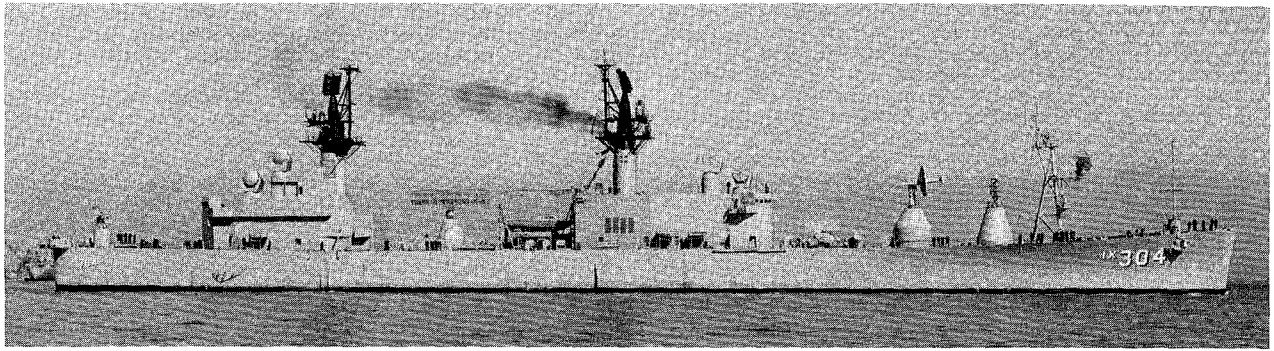
#### V

(SSN-712: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon, Tomahawk; cl. *Los Angeles*)

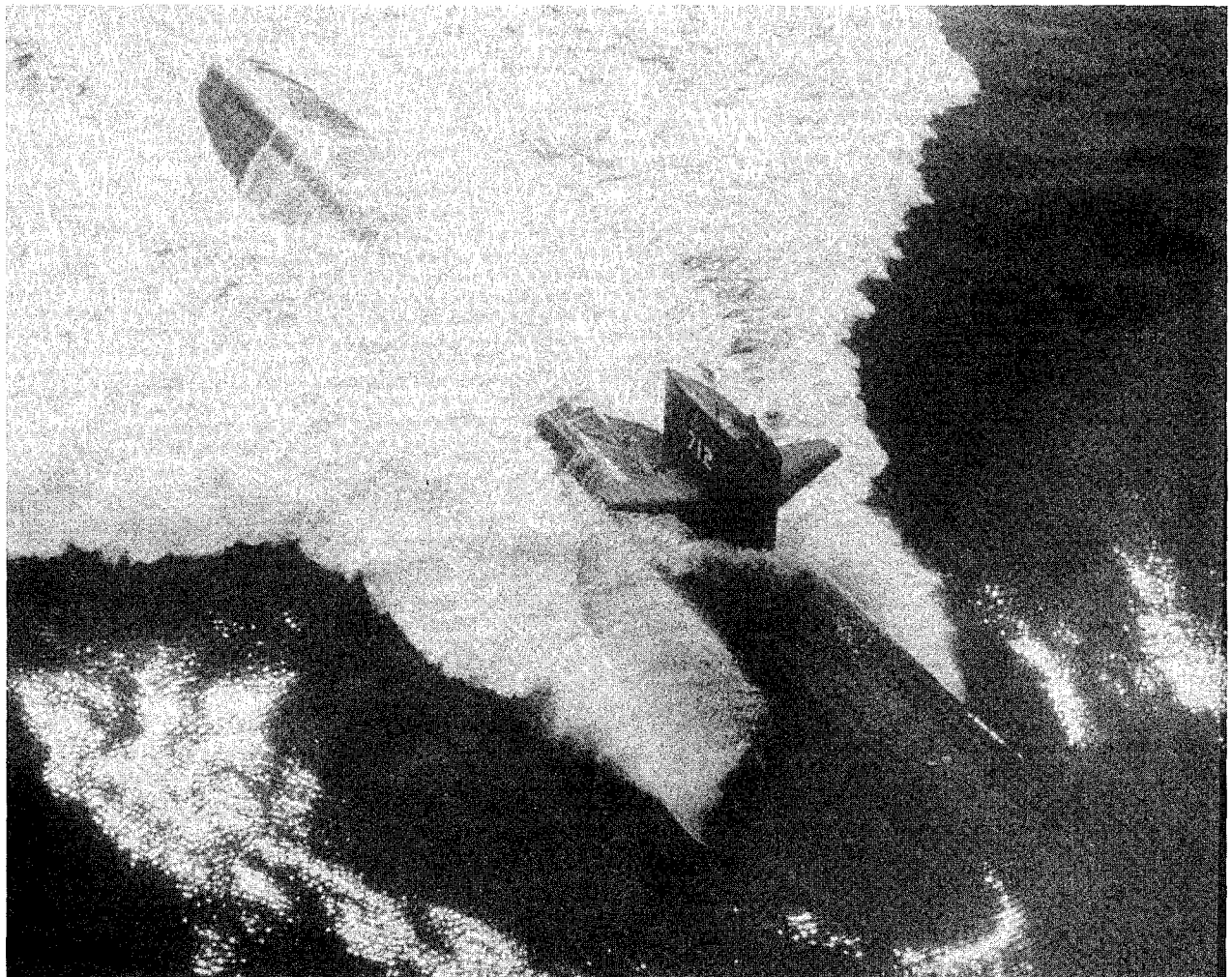
The fifth *Atlanta* (SSN-712) was laid down on 17 August 1978 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; launched on 16 August 1980; sponsored by Mrs. Sam Nunn; and commissioned on 6 March 1982, Comdr. Robin J. White in command.

The nuclear-powered attack submarine carried out shakedown training along the New England coast after commissioning. On 15 May 1982, she reentered the yard at the Newport News Shipbuilding & Drydock Co. for five months of post-shakedown repairs. Late in October, *Atlanta* began operations out of her home port, Norfolk, Va. That duty carried her through the rest of 1982 and almost all of the first six months of 1983. On 20 June 1983, the warship embarked upon her first overseas deployment. During that five-month tour of duty, she called at ports in Scotland, England, and Norway before returning to Norfolk on 23 November. In January of 1984, *Atlanta* cruised to the West Indies as a school ship for prospective commanding officers and then returned to normal operations out of Norfolk during the spring and summer. In September, the warship took part in a fleet readiness exercise “READEX 2-84” and then resumed duty out of Norfolk.

The beginning of 1985 found *Atlanta* in port at the Naval Base, Norfolk, completing a restricted availability. In February,



*Atlanta* (IX-304), off the San Francisco Naval Shipyard, configured for Operation "Sailor Hat," presented an interesting silhouette to those familiar with her original rig as a *Cleveland*-class light cruiser. Converted to a target ship, *Atlanta* was fitted with two different types of destroyer deckhouses and three mast arrays; representative destroyer communications, fire control, and weapons delivery systems were installed, while an experimental reinforced fibreglass deckhouse was constructed for comparison under air blast forces with aluminum deckhouses then in use on destroyers. (NH 96655)



*Atlanta* (SSN-712) underway, 30 January 1982, in this photograph taken by Lloyd S. Everton. (DN-ST-82-11092)

she practised torpedo firing in the Bahamas and took part in mine warfare drills near Port Everglades, Fla. March brought a weapons technical proficiency inspection, and in April, the nuclear submarine participated in the fleet exercise "COMPTUEX 2-85." Late that summer, she got underway for two months of operations at sea. The warship returned to her home port that fall and resumed duty in the local operating area.

*Atlanta* spent the first month of 1986 getting ready for an overseas deployment. She embarked upon that assignment in February and returned to Norfolk later that spring. Following an availability at the Norfolk Naval Shipyard, *Atlanta* operated in the West Indies for a time early that summer. In August and September, the nuclear submarine took part in an eight-week NATO exercise that brought with it visits to a Canadian and a Norwegian port. She returned to Norfolk in October and resumed local operations along the eastern seaboard for the remainder of the year. As of the beginning of 1987, *Atlanta* was at Norfolk preparing for overseas movement.

### *Atlantic*

The ocean that separates North and South America from Europe and Africa.

#### I

(MB: l. 58'; b. 12'6"; dr. 3½' (aft); s. 10 k.; cpl. 6; a. 1 3-pdr.)

The first *Atlantic* (SP-1182)—a motorboat constructed in 1903 at Morehead City, N.C., by the John F. Bell Co.—was acquired by the Navy on 20 August 1917 from the state of North Carolina. Though she apparently was placed in commission at some point in time, no actual date of this event has been found. After serving through World War I as a unit of the 5th Naval District section patrol, *Atlantic* was placed out of commission on 10 January 1919 and was returned to her owner on that same day.

#### II

(ScStr: t. 188; l. 115'0"; b. 26'0"; dr. 7'1½" (mean); s. 10.5 k.; cpl. 6; a. none)

*Ruth*—a wooden-hulled ferry built in 1894 at Rockland, Maine—served initially at Southwest Harbor, Maine (1895 to 1900), and then at Mount Desert Ferry (1900 to 1907) and Castine (1908 to 1909), before she was renamed *Atlantic* around 1909 or 1910. Her area of operations then shifted to New York City. Ultimately, the ferry came under the ownership of the Washington (D.C.) Steel and Ordnance Co., Giesborough Point. Inspected by the Navy (possibly at Washington, D.C.) on 27 August 1918, *Atlantic* was acquired by the Federal Government and delivered to the Navy on 13 September 1918 at the Washington Navy Yard.

Placed in service soon thereafter, to be transferred to the 6th Naval District, *Atlantic*—assigned the identification number (Id. No.) 3268 and under the command of Boatswain E. J. Cross—departed the Washington Navy Yard on 25 September 1918, bound for Parris Island, S.C. Arriving at her destination soon thereafter, *Atlantic* then spent the next few months operating as a district craft, attached to the marine barracks at Parris Island, the major recruit training depot on the eastern seaboard for the Marine Corps which was then growing rapidly to accommodate the increased number of men being processed for service. She operated between Parris Island, Beaufort, S.C.; Savannah, Ga.; and the Port Royal Naval Station, Charleston, S.C.

Records indicate that later, after she had been initially Navy-manned, her complement consisted of a civilian master and engineer, and a crew of marines. In any event, *Atlantic* sank at her moorings on 25 November 1920 and, though refloated four days later, was apparently judged to be of no more use to the service. Accordingly, she was sold to Harry Hitner and Sons Co., of Philadelphia on 12 September 1921.

*Atlantic*—a single-screw, steel-hulled tug built in 1904 by Neafie and Levy and owned in 1917 by the Atlantic Refining Co., of Philadelphia—was considered by the Navy for use as a minesweeper and given the designation SP-859. Records indicate

that the Navy appraised the tug and directed that she be delivered to the Commandant of the 4th Naval District at her "present location" which may have been Philadelphia, as of 2 March 1918. However, it appears that *Atlantic* never saw commissioned service in the Navy. Although listed in the 1 November 1918 *Ship's Data*, *U.S. Naval Vessels* which describes her as a "section mine sweeper", *Atlantic* (SP-859) does not show up on lists of naval vessels in commission at that time. The 1 October 1919 *Ship's Data* states that, in fact, *Atlantic* was never commissioned.

### *Atlantic II*

(Auxiliary Schooner: t. 303 (gross); l. 185; b. 29'6"; dr. 18' (aft); s. 10 k.; cpl. 66; a. 3 3", 2 mg.)

*Atlantic II* (SP-651)—a steel-hulled auxiliary schooner built in 1903 in New York by Townsend & Downing—was purchased by the Navy on 22 May 1917 from Mr. James Cox Bradley of Gladstone, N.J.; delivered to the Navy at the New York Navy Yard on 10 June 1917; and commissioned there on 28 July 1917, Lt. Charles S. Keller, in command.

Following extensive overhaul and conversion work at the Robin Dry Dock & Shipbuilding Co., Brooklyn, N.Y., she put to sea on 2 September bound for Hampton Roads, Va. She cruised the waters of Chesapeake Bay for several days after her 8 September arrival in Hampton Roads. On 18 September, the schooner began a month-long repair period at the Norfolk Navy Yard. On 26 October, she arrived at Base 2 at Yorktown, Va., where she assumed duty as the guard ship at the antisubmarine net. With the arrival of a number of subchasers on 5 November, *Atlantic II* took on additional responsibility as mother ship for a division of them. Those two assignments occupied her throughout her Navy career. On 11 June 1919, she was placed out of commission at Norfolk. Resold to her former owner on 24 July 1919, she was delivered to him on 1 August 1919.

### *Atlantic Salvor*

*Atlantic Salvor* (BARS-3)—a salvage ship originally slated for transfer to the United Kingdom under lend lease—was laid down on 2 March 1942 at Napa, Calif., by the Basalt Rock Co. However, prior to launching, she was reallocated to the United States Navy and redesignated ARS-33. The ship was renamed *Clamp* (q.v.) on 23 September 1942.

### *Atlantida*

(IX-108: dp. 3,380; l. 365'; b. 50'; dr. 20')

*Atlantida* (IX-108) was built at Belfast, Ireland, in 1924 by Workman Clark & Co.; owned and operated by the Standard Fruit & Steamship Co.; obtained by the Maritime Commission on 22 May 1942; acquired by the Navy at Norfolk, Va., on 13 September 1943, and simultaneously commissioned, Lt. Comdr. Thomas N. Saul in command.

*Atlantida* arrived at Yorktown, Va., on 15 September. For the next three months, she operated there as a training ship for the Naval Mine Warfare School. In mid-December, the ship entered the Todd Shipbuilding Corp. yards at Hoboken, N.J., for overhaul.

On 6 April 1944, *Atlantida* returned to Yorktown to resume her training duties. One month later, she traveled to Norfolk, where she was decommissioned on 16 May 1944 and turned over to the Maritime Commission for disposal. Her name was struck from the Navy list on 9 June. *Atlantida* was returned to the Standard Fruit and Steamship Co. on 11 March 1946, and remained in merchant service until scrapped in 1960.

### *Atlantis*

The mythical "lost continent" supposedly engulfed by the Atlantic Ocean.

(MB: t. 31; l. 60'9"; b. 12'6"; dr. 4'6" (max.); s. 9 k.; cpl. 9; a. 1 1-pdr.)

*Atlantis*—a wooden-hulled motorboat built in 1911 at Greenport, Long Island, N. Y., by the Greenport Basin and Construction Co.—was acquired by the Navy from Leonard H. Dyer of New York City, on 2 July 1917. Slated for service as a section patrol boat, the boat was designated SP-40 and was commissioned on 27 September 1917, Chief Boatswain Edward Cunningham, USNRf, in command.

*Atlantis* patrolled the waters of the 3d Naval District, based chiefly at the Black Rock Yacht Club, Bridgeport, Conn., the headquarters of the 2d Section, 3d District, into the spring of 1918. Departing that district on 31 May 1918, she traveled up the Hudson to Troy, where she entered the Erie Canal on 2 June. Ports of call on her voyage to the Great Lakes included Utica, Baldswinnville, Rochester, and Buffalo, N. Y. After entering Lake Erie she visited: Erie, Pa.; Cleveland, Ohio; and Detroit and Port Huron, Mich., before she finally reached Sault Sainte Marie on 8 July.

*Atlantis* conducted patrols in the waters of the Detroit section of the 9th Naval District into the summer and fall, spending much of her time patrolling the "detour passage" off Pipe Island, warning steamers to stay clear of dangerous waters in the vicinity. She commenced her voyage to return to the 3d Naval District on 12 November 1918, the day after the armistice was signed ending the fighting of World War I. She arrived at New York City on 28 November.

For the remainder of her naval career, *Atlantis* operated locally in the waters of the 3d Naval District, chiefly at New York City. *Atlantis* was decommissioned on 7 May 1919, and her name was struck from the Navy list on 7 July. She was sold to Shirley G. Ellis of Larchmont, N. Y., on 30 October 1919.

#### *Atlas*

The son of the titan Iapetus and Clymené and the brother of Prometheus. *Atlas*, whose name means bearer or endurer, was charged by Zeus with tending the pillars that separate heaven and earth.

#### I

*Nahant* (q.v.), a *Passaic*-class monitor, was renamed *Atlas* on 15 June 1869, but resumed her original name on 10 August of that year.

(Sch: t. 209; l. 104.9'; b. 26.6'; dph. 10.4')

*Atlas*—a schooner built with an auxiliary engine and completed in 1911 at San Francisco, Calif., by Stone & Van Bergen—was seized by United States Customs officials at San Francisco from her German owners, the *Jaluit Gesellschaft* soon after the United States declared war on the German Empire. Despite being sold by United States officials to Williams, Diamond & Co., she was transferred to the Navy on 16 May pursuant to Executive Order 2621 of that same day. The Navy retained possession of the schooner and assigned her the designation SP-2171 while her new owner negotiated for her return. Although she was never commissioned in the Navy, she was carried on the Navy list during the period of negotiation. After agreeing to recognize the American company's title to the ship, the Navy returned the ship to Williams, Diamond & Co. on 16 February 1918, and her name was simultaneously struck from the Navy list.

#### II

(ARL-7: dp. 3,960 (tl.); l. 328'0"; b. 50'0"; dr. 11'2" (lim.); s. 11.6 k. (tl.); cpl. 250; a. 1 3", 8 40mm.; cl. *Achelous*)

The second *Atlas* (ARL-7) was laid down as *LST-231* on 3 June 1943 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 19 October 1943; sponsored by Mrs. Nettie Singer; named *Atlas* and redesignated a landing craft repair ship ARL-7 on 3 November 1943; and commissioned on 15 November 1943 for the voyage to the conversion yard. She arrived in Baltimore, Md., on 14 December 1943; entered the Bethlehem Steel Key High-

way Shipyard; and was placed out of commission for her conversion to a landing craft repair ship. Her modifications completed early in February 1944, *Atlas* was recommissioned at Baltimore on 8 February 1944, Lt. Buell A. Nesbitt, USNR, in command.

After shakedown training along the Atlantic coast, *Atlas* departed Boston, Mass., at the end of the second week in March and steamed via Halifax, Nova Scotia, to the British Isles. She arrived in Milford Haven, Wales, on 29 March and remained there for two days before moving to Falmouth, England, where she arrived on 1 April. She remained at Falmouth until the end of May when she proceeded to Plymouth to prepare for the invasion of Europe. Though not present for the actual assault, *Atlas* arrived on the scene on 8 June, two days after D day, and immediately began repairing damaged landing craft. Her crew worked about 14 hours a day returning their charges to active service while frequently fighting to fend off enemy air attacks. She served at various locations on both sides of the English Channel almost until the end of hostilities in Europe. On 16 April 1945, the ship departed Plymouth to return to the United States. She entered Norfolk on 5 May to begin seven weeks of repairs in preparation for duty in the Pacific.

Underway again on 22 June, the vessel transited the Panama Canal between 8 and 10 July and arrived in San Diego, Calif., on the 25th. She remained there until 15 August, the day after Japan capitulated, before departing that port and heading for the Central Pacific. After stops at Pearl Harbor and Eniwetok, *Atlas* arrived at Guam in the Mariana Islands late in September and performed her repair duties there until late November. On the 27th, she shaped a course back toward Eniwetok and entered the lagoon at that atoll on 4 December 1945 for a five-month tour of repair work. At the end of April 1946, she stood out of the Eniwetok anchorage to begin the voyage back to the United States. She made a stop at Pearl Harbor en route before arriving in Astoria, Oreg., on 24 May. There, she joined the Pacific Reserve Fleet though she was not officially decommissioned until 13 September 1946.

*Atlas* remained inactive until midway through 1951 when the Fleet was expanding to meet the demand for warships caused by fighting in Korea. She was recommissioned at Astoria on 1 June 1951, Lt. Cmdr. Jaroslav Kohl in command, and operated along the west coast until early November. On the 12th, the landing craft repair ship got underway for the Far East and made a stop at Pearl Harbor from 24 November to 1 December before continuing on to Japan. She arrived at Yokosuka on 21 December and, for the next nine months, repaired amphibious warfare ships and craft damaged in the Korean conflict. She operated primarily at Yokosuka and Sasebo but also saw service at Okinawa. On 25 September 1952, she left Yokosuka and shaped a course back to the United States. The ship stopped off at Pearl Harbor before continuing on to San Diego where she arrived on 24 October.

*Atlas* operated along the California coast until March of 1954. She stood out of San Diego on the 16th of that month for another tour of duty in the Far East, reentered Yokosuka on 15 April, and resumed repair work on American amphibious warfare ships and craft operating in the Orient. On 15 August, the vessel departed Yokosuka on her way to Indochina where the Viet Minh had recently won independence from France. With the certainty that a communist regime was to be established in the north, the United States rushed in to assist those who wished to leave that section of the land before the red regime took complete control. *Atlas* arrived in Haiphong on 28 August and began taking on refugees. She got underway again on 24 September and set a course for Tourane in the south. The ship completed her part in Operation "Passage to Freedom" at Tourane between 25 and 27 September before shaping a course back toward Japan. She arrived in Yokosuka on 7 October but remained there only three days before beginning her homeward voyage. Following the customary port call at Pearl Harbor, she continued on to the California coast and reached San Diego on 7 November.

Operations in and out of her home port filled her time until 16 March 1955. On that day, *Atlas* pointed her bow westward from San Diego for the final deployment of her career. After a stop at Pearl Harbor, the landing craft repair ship entered Yokosuka on 17 April. In addition to her repair work there, she put to sea for two special operations of unspecified nature in the Okinawa area. She also made liberty calls at Beppu and Kobe in Japan as well as at Hong Kong. On 21 September, *Atlas* weighed anchor at Yokosuka and shaped a course via Pearl Harbor for home and arrived at San Diego on 19 October. On 7 November, the ship



headed north, reached Astoria on 14 November, and began preparations for inactivation. She was decommissioned on 13 April 1956 and was berthed with the Astoria Group, Pacific Reserve Fleet. She remained in reserve until her name was struck from the Navy list on 1 June 1972. On 18 September 1973, she was sold to the Marine Power & Equipment Co., Seattle, Wash.

*Atlas* (ARL-7) earned one battle star during World War II.

#### *Attacker*

(AVG-7: dp. 9,800; l. 492'; b. 69'6"; dr. 23'; s. 17 k.; cpl. 960; a. 2 5"; 20 40mm.; cl. *Bogue*)

*Barnes* (AVG-7) was laid down under a Maritime Commission contract (MC hull 171) on 7 April 1941 at San Francisco, Calif., by the Western Pipe and Steel Co. for delivery to the United States Navy; launched on 27 September 1941; sponsored by Mrs. William A. Ross; entered the Mare Island Navy Yard on 10 October 1941 for conversion; reassigned to the United Kingdom on 1 March 1942; redesignated BACV-7 on 20 August 1942; delivered to the United Kingdom under terms of the lend-lease agreement on 30 August 1942; and placed in commission in the Royal Navy on 7 October 1942.

The ship served the Royal Navy as HMS *Attacker* throughout World War II. Her British service included duty in the North Atlantic, the Mediterranean, and the Indian Ocean. While still in British hands, she was redesignated BCVE-7 by the United States Navy on 15 July 1943. The vessel was decommissioned by the Royal Navy on 29 December 1945 at Norfolk, Va., and returned to the custody of the United States. Her name was struck from the Navy list on 26 February 1946, and she was sold on 11 September 1946 to William B. St. John, New York City, N.Y. The ship was resold on 28 October 1946 to an Italian shipping firm for merchant service.

#### *Attala*

A county in Mississippi.

(APA-130: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; trp. 1,561; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

*Attala* (APA-130) was laid down under a Maritime Commission contract (MCV hull 46) on 18 July 1944 at Wilmington, Calif., by the California Shipbuilding Co.; launched on 27 September 1944; sponsored by Mrs. Paul Piggot; and simultaneously acquired by the Navy and commissioned on 30 November 1944, Comdr. William S. G. Davis in command.

After shakedown training along the west coast, the attack transport departed Seattle, Wash., on 31 January 1945. She paused at Pearl Harbor to embark troops and equipment and then got underway on 9 February, bound for Eniwetok. *Attala* pushed on to Iwo Jima, where she arrived on 13 March. The ship spent several days there disembarking troops and unloading equipment. On the 18th, *Attala* moored at Saipan to take on wounded marines for passage back to the United States. She stopped briefly at Pearl Harbor to disembark passengers and then continued on to San Francisco.

On 18 April, *Attala* returned to Pearl Harbor. She then began a week of intensive amphibious training off Maui. *Attala* embarked replacement personnel, loaded cargo, and got underway on 14 May. She made stops at Saipan and Ulithi before anchoring in Leyte Gulf on 5 June. On that day, she assumed duty as a receiving ship.

*Attala* left the Philippines on 17 June and made stops at Eniwetok and Pearl Harbor before arriving in San Francisco on 8 July. From 12 until 20 July, *Attala* was in drydock at a shipyard in Everett, Wash. The ship departed the west coast on 24 July and, on 5 August, reached Eniwetok, where she joined a convoy bound for Okinawa.

On 21 August, *Attala* dropped anchor off Hagushi beach, Okinawa. Early in September, she took on board troops and equipment slated for occupation duty in Korea. On the 7th, she arrived at Jinsen, Korea, and—after debarking her charges—returned to Okinawa.

*Attala* took on board marines for transportation to Tsingtao,

China. She began debarking them there on 21 November. *Attala* left Chinese waters on the 23d and began the long journey to the United States. Making only one stop en route at Manila, Philippines, *Attala* arrived in Los Angeles, Calif., on 18 December.

After voyage repairs and a period of liberty for the crew, *Attala* resumed operations. On 14 January 1946, she got underway for San Diego. The transport transited the Panama Canal on the 23d and then continued on to Norfolk, Va. She anchored off Hampton Roads on 1 February and began the deactivation process at the Norfolk Naval Shipyard, Portsmouth, Va. On 26 February, *Attala* was decommissioned. She was transferred to the War Shipping Administration for disposal. Her name was struck from the Navy list on 20 March 1946.

*Attala* earned one battle star for her World War II service.

#### *Attica*

A city in western Indiana situated on the banks of the Wabash River and a village in western New York about 30 miles east of Buffalo.

(PCS-1383: dp. 338 (f.) (lim.); l. 136'0"; b. 24'6"; dr. 8'7"; s. 14.1 k. (tl.); cpl. 57; a. 1 40mm.; cl. *PCS-1376*)

*PCS-1383* was laid down on 27 March 1943 at Whitestone, Long Island, N.Y., by the Wheeler Shipbuilding Corp.; launched on 23 June 1944; and commissioned at the New York Navy Yard on 7 August 1944, Lt. Edward M. Castle, USNR, in command.

The subchaser remained in the Long Island Sound area until late August when she headed south. She arrived in Key West, Fla., on 26 August; completed shakedown training; and then began duty as a school ship for the Sonar School at Key West. That assignment occupied her for the next 13 months. *PCS-1383* concluded her work with the Sonar School on 28 September 1945 and sailed north to Norfolk, Va. Arriving there on 2 October, she reported for duty with the Service Force, Atlantic Fleet. Later, she became a naval reserve training ship in the 5th Naval District. *PCS-1383* was decommissioned on 28 February 1947 but was placed in service on 31 July 1947.

She remained in that status until 28 February 1950 when she was placed out of service and berthed with the Norfolk Group, Atlantic Reserve Fleet. In May 1950, she was moved south to Green Cove Springs, Fla., where she joined the Florida Group, Atlantic Reserve Fleet. She remained inactive for the remainder of her naval career, a little more than six years. On 15 February 1956, *PCS-1383* was named *Attica*. That summer, however, *Attica* was found to be surplus to the needs of the Navy. Her name was struck from the Navy list on 19 July 1956. Details of her disposal have not been found.

#### *Attu*

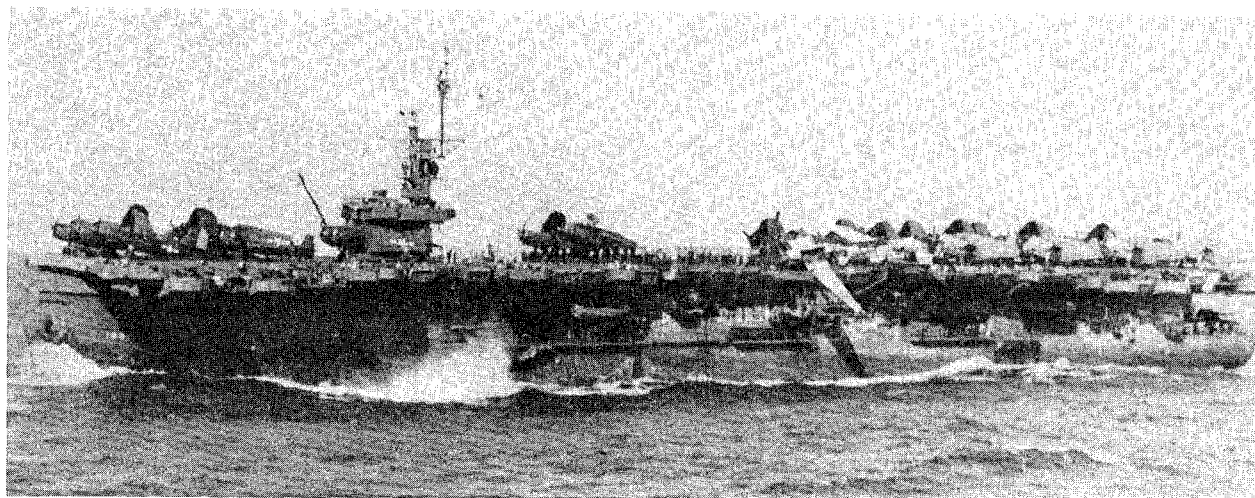
The westernmost island in the Aleutians, located between the Bering Sea and the north Pacific Ocean. During World War II, Attu was invaded by Japanese forces in June 1942 and was recaptured by the Americans in May 1943.

(CVE-102: dp. 10,400; l. 512'; b. 65'2"; dr. 20'; s. 19.3 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm.; cl. *Casablanca*; T. S4-S2-BB3)

*Attu* (CVE-102) was laid down on 16 March 1944 at Vancouver, Wash., by the Kaiser Shipbuilding Co. under a Maritime Commission contract (MC hull 1139); launched on 27 May 1944; sponsored by Mrs. George W. Steele; and commissioned on 30 June 1944, Capt. H. F. MacComsey in command.

Following shakedown along the west coast, *Attu* got underway from San Diego on 7 August with numerous aircraft and personnel for transportation to Pearl Harbor. After a two-day stop in Hawaii, *Attu* continued on to Guadalcanal and Espiritu Santo to deliver replacement aircraft and personnel. The escort carrier then got underway on 31 August to return to the United States.

She reached San Diego on 13 September and, shortly thereafter, began post-shakedown availability at Terminal Island, Calif. This work was completed on 28 September; and *Attu* sailed for Alameda, Calif. to load fuel, provisions, and aircraft.



*Attu* (CVE-102) after weathering a typhoon, 5 June 1945; note several upended "Avenger" torpedo planes on her flight deck. (NH 96050, Capt. Hays R. Browning Collection)

The escort carrier departed the west coast on 1 October and reached Finschhafen, New Guinea, on the 18th. She later made a stop in Seeadler Harbor at Manus Island before reversing her course and heading back, via Pearl Harbor, to Alameda. Following a two-week availability period, *Attu* sailed for Pearl Harbor on 23 November. She shuttled supplies and troops between Guam and Pearl Harbor before returning to San Diego on 4 January 1945.

The next day, *Attu* began an availability and was ready to sail once again on the 20th. The ship reached Pearl Harbor on the 27th and began gunnery exercises and flight operations off Oahu. On 1 February, the vessel sailed for Eniwetok. After pausing there briefly on the 10th, she moved on to Ulithi. The ship departed the atoll on 16 February to rendezvous with ships of Task Force 50. *Attu* was assigned the role of supplying replacement aircraft and pilots to the fast carrier task forces operating in the forward area. After discharging her cargo to the carriers, *Attu* sailed to Guam for replenishment. The escort carrier continued her logistics support role for the carrier forces through early July.

At that time, *Attu* returned to San Diego for repairs. On 24 July, the ship sailed back to the Pacific theater of operations. *Attu* was steaming in a fueling area south of the Japanese home islands when word of Japan's capitulation arrived.

The carrier sailed back to the west coast on 11 November and, on the 25th, began her participation in Operation "Magic Carpet." In this capacity, *Attu* made voyages to numerous points in the Pacific to shuttle troops back to the United States.

In May 1946, *Attu* was slated for disposal. The escort carrier sailed to Norfolk, Va., via the Panama Canal and Jacksonville, Fla. *Attu* was decommissioned at Norfolk on 8 June 1946, and her name was struck from the Navy list on 3 July 1946.

*Attu* earned two battle stars for her World War II service.

### *Atule*

A bluish-olive colored fish growing to two feet in length, found in Atlantic waters from Cape Cod to Brazil, and in Pacific waters from Oregon to Japan and into the South Pacific.

(SS-403: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

*Atule* (SS-403) was laid down on 25 November 1943 by the Portsmouth (N.H.) Navy Yard; launched on 6 March 1944; sponsored by Miss Elizabeth Louise Kauffman, the daughter of Rear Admiral James Lawrence Kauffman; and commissioned on 21 June 1944, Comdr. John Howard Maurer in command.

Following a month of shakedown training along the east coast, the submarine departed New London, Conn., and headed south

to join the action in the Pacific. During a 15-day stopover at the Fleet Sound School in Key West, Fla., she sharpened her diving skills and fighting techniques. After transiting the Panama Canal, *Atule* steamed to Pearl Harbor with *Jallao* (SS-368), training intensively en route to reach a peak of combat readiness. Upon her arrival at Pearl Harbor, *Atule* underwent voyage repairs and torpedo training into October.

On the 9th of that month, *Atule* departed Pearl Harbor on her first war patrol in company with *Pintado* (SS-387) and *Jallao*. Under the command of Comdr. B. A. Clarey in *Pintado*, the three boats formed a "wolf pack" (known as Clarey's Crushers), a coordinated attack group whose mission was to destroy or otherwise impede enemy shipping. *Atule* trained with *Jallao* and *Pintado* as they traveled westward. On 11 October, *Atule* picked up two radar contacts, tracked them, and maneuvered around them before identifying the contacts as *Plaice* (SS-390) and *Thresher* (SS-200). The pack arrived at Tanapag Harbor, Saipan, on 21 October, refueled, made minor repairs, and departed early the next day. On 25 October, the wolf pack made its first score when *Jallao* hit light cruiser *Tama* and sent her to the bottom. That Japanese warship already had been damaged in the Battle off Cape Engano and was part of the broken Japanese carrier-centered fleet retiring to the north. The wolf pack then spent two more days vainly searching for enemy vessels crippled during the Battle of Leyte Gulf. The boats then set course for their patrol sectors in Luzon Strait and the South China Sea.

Over the next few days, *Atule* made but lost several ship contacts. Shortly after midnight on 1 November, she established surface radar contact on a fast-moving escorted transport and moved in for the kill. Despite rain squalls and heavy seas, *Atule* was able to close the transport and fire six torpedoes. The first hit caused a terrific explosion which threw flaming material high in the air. When one of the transport's escorts began to close the submarine, she began a crash dive but still managed to hear a second explosion as she submerged. Nine depth charges exploded in the vicinity, but none was close enough to damage *Atule*. The crew in the submarine heard loud breaking up noises and, upon surfacing, found a large oil slick and much debris. *Atule* was later credited with sinking *Asama Maru*, a 16,975-ton Japanese transport.

*Atule* continued her patrol, covering the Hong Kong-Manila traffic lane in the South China Sea and occasionally breaking off to investigate a contact report or to take special scouting dispositions by order of the pack commander. On 3 November, *Jallao* reported a five-ship force heading south, and the wolf pack moved to intercept. The contacts were moving at 20 knots, and *Atule* was never able to come within range for attack. However, *Pintado* had better luck. That submarine's target was a large escorted oiler; but, before her torpedoes could strike the oiler, the destroyer *Akikaze* crossed their path and disintegrated in a tremendous explosion which was seen and heard on board *Atule*.